





## Today's Advertisements.

### HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP COMPETITION POSTPONED from LAST SATURDAY, will be held TO-MORROW, the 23rd instant, at 3 p.m. Weather permitting. MOWBRAY S. NORTHGOTE, Hon. Secretary.

### CHINA NAVIGATION COMPANY, LIMITED.

#### FOR CEHU AND HLOILO.

THE Company's Steamship "KWEIYANG," Captain Outerbridge, will be despatched as above TO-MORROW, the 23rd instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

#### NOTICE TO CONSIGNEES.

#### THE P. & O. S. N. Co.'s Steamship

"VALETTA" FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees at Cebu by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London, S.S. S.S. Britannia. From Madras, S.S. S.S. Lodi and Pandua.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 22nd June, 1900.

#### AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast, for their kind patronage and support, and to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1897.

### Intimation.

## A. S. WATSON & Co., LIMITED.

### WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARET'S.

BIST. ESTEPH. Red Capule.	\$ 6.50	\$ 7.50
C ST. JULIEN, Red Capule.	9.00	9.60
D LA ROSE, Red Capule.	12.50	13.50
CHATEAU HAUT BRON LAKE		
— RIVIER	18.00	19.20
CHATEAU MOUTAN D'ARMAIL		
— JACQ.	21.00	22.20
CHATEAU POUET CARNET.	25.00	
CHATEAU LA TOUR CARNET.	30.00	
CHATEAU KAJAN.	42.00	
CHATEAU LAPITE.	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU KAJAN and CHATEAU LAPITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

### BIRTHS.

On the 14th inst., at No. 34, Seehuen Road, Shanghai, the wife of M. A. SOPHER, of a daughter.

On the 16th inst., at No. 5, Mohawk Villas, Shanghai, the wife of F. H. ARMSTRONG, of a son.

### MARRIAGE.

On the 14th inst., at H.B.M. Consulate, Chinkiang, E. STARKEY to MIYASAKI TOSHI.

### DEATHS.

At Paoli, Penn., at the residence of his sister, on the 20th of May, WALTER R. EASTLACK, late of Shanghai, in the 43rd year of his age. Deeply regretted.

At No. 4, Park Lane, Shanghai, on the 15th inst., ESMERITA VIEIRA RIBEIRO.

## The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 22, 1900.

## TELEGRAMS.

Special to the "Hongkong Telegraph."

### SPECIAL TELEGRAM.

## THE TROUBLE IN THE NORTH.

### TIENTSIN BOMBARDED.

### "ALACRITY" TO THE RESCUE.

(From Our Own Correspondent.)

SHANGHAI, June 22nd.

11.10 a.m.

There is no later authentic news from either Peking or the Peking Relief Force.

A telegram received by the American Consul here reports that the Chinese bombarded the Tientsin Settlement on the twentieth with forty-pounder guns and destroyed the United States Consulate.

A telegram from Wei-hai-wei states that H. M. despatch-vessel *Alacrity* has left for Shih-tao to rescue the missionaries there.

Received 12.25 p.m.

Published 5.30 p.m.

### REUTERS' TELEGRAMS.

### THE WAR.

### THE ORANGE RIVER COLONY.

### FREE STATERS TRY TO GET SOUTH.

London, June 20th.

A large force of Free Staters is concentrating in front of General Rundle with the intention of breaking through to the South. The Transvaalers are retreating before General Buller and joining the Free Staters.

### THE CRISIS IN CHINA.

### FOREIGN FORCES.

France has ordered three warships to China, also a battalion of Marines and two batteries of Artillery. Germany is sending two battalions of Marines.

LATER.

### THE WAR.

### COMMANDANT DE WET'S FORCES ROUTED.

### RAILWAY AND TELEGRAPH RESTORED.

General Hunter's advance column has occupied Kningsdorp without opposition.

General Methuen while escorting a convoy to Heilbron routed Commandant De Wet's forces, who endeavoured to prevent his entry into Heilbron.

General Hunter captured two guns between Pretoria and Rustenburg.

Railway and telegraph communication between Pretoria and Cape town is restored.

### WEATHER REPORT.

The Observatory report says:

On the 22nd at 11.55 a.m. the barometer has risen over Formosa and the Philippines, fallen on the E. coast of China. Pressure is high over the Pacific, and the low area in the China Sea seems to have moved W.N.W., and to have approached Hainan. Gradients slight in the North, moderate to rather steep with strong S.E. and S. winds over the N.E. part of the China Sea. FORECAST:—Fresh S.E. winds; squally, showery.

### LOCAL AND GENERAL.

The Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m. —

### PROGRAMME.

1.—"March." 2.—"Pia Divosa." 3.—"Overture." 4.—"March." 5.—"Waltz." 6.—"Polka." 7.—"Gigue." 8.—"Minuet." 9.—"Scherzo." 10.—"Tango." 11.—"Capriccio." 12.—"Rondeau." 13.—"Gigue." 14.—"Minuet." 15.—"Scherzo." 16.—"Tango." 17.—"Capriccio." 18.—"Rondeau." 19.—"Gigue." 20.—"Minuet." 21.—"Scherzo." 22.—"Tango." 23.—"Capriccio." 24.—"Rondeau." 25.—"Gigue." 26.—"Minuet." 27.—"Scherzo." 28.—"Tango." 29.—"Capriccio." 30.—"Rondeau." 31.—"Gigue." 32.—"Minuet." 33.—"Scherzo." 34.—"Tango." 35.—"Capriccio." 36.—"Rondeau." 37.—"Gigue." 38.—"Minuet." 39.—"Scherzo." 40.—"Tango." 41.—"Capriccio." 42.—"Rondeau." 43.—"Gigue." 44.—"Minuet." 45.—"Scherzo." 46.—"Tango." 47.—"Capriccio." 48.—"Rondeau." 49.—"Gigue." 50.—"Minuet." 51.—"Scherzo." 52.—"Tango." 53.—"Capriccio." 54.—"Rondeau." 55.—"Gigue." 56.—"Minuet." 57.—"Scherzo." 58.—"Tango." 59.—"Capriccio." 60.—"Rondeau." 61.—"Gigue." 62.—"Minuet." 63.—"Scherzo." 64.—"Tango." 65.—"Capriccio." 66.—"Rondeau." 67.—"Gigue." 68.—"Minuet." 69.—"Scherzo." 70.—"Tango." 71.—"Capriccio." 72.—"Rondeau." 73.—"Gigue." 74.—"Minuet." 75.—"Scherzo." 76.—"Tango." 77.—"Capriccio." 78.—"Rondeau." 79.—"Gigue." 80.—"Minuet." 81.—"Scherzo." 82.—"Tango." 83.—"Capriccio." 84.—"Rondeau." 85.—"Gigue." 86.—"Minuet." 87.—"Scherzo." 88.—"Tango." 89.—"Capriccio." 90.—"Rondeau." 91.—"Gigue." 92.—"Minuet." 93.—"Scherzo." 94.—"Tango." 95.—"Capriccio." 96.—"Rondeau." 97.—"Gigue." 98.—"Minuet." 99.—"Scherzo." 100.—"Tango." 101.—"Capriccio." 102.—"Rondeau." 103.—"Gigue." 104.—"Minuet." 105.—"Scherzo." 106.—"Tango." 107.—"Capriccio." 108.—"Rondeau." 109.—"Gigue." 110.—"Minuet." 111.—"Scherzo." 112.—"Tango." 113.—"Capriccio." 114.—"Rondeau." 115.—"Gigue." 116.—"Minuet." 117.—"Scherzo." 118.—"Tango." 119.—"Capriccio." 120.—"Rondeau." 121.—"Gigue." 122.—"Minuet." 123.—"Scherzo." 124.—"Tango." 125.—"Capriccio." 126.—"Rondeau." 127.—"Gigue." 128.—"Minuet." 129.—"Scherzo." 130.—"Tango." 131.—"Capriccio." 132.—"Rondeau." 133.—"Gigue." 134.—"Minuet." 135.—"Scherzo." 136.—"Tango." 137.—"Capriccio." 138.—"Rondeau." 139.—"Gigue." 140.—"Minuet." 141.—"Scherzo." 142.—"Tango." 143.—"Capriccio." 144.—"Rondeau." 145.—"Gigue." 146.—"Minuet." 147.—"Scherzo." 148.—"Tango." 149.—"Capriccio." 150.—"Rondeau." 151.—"Gigue." 152.—"Minuet." 153.—"Scherzo." 154.—"Tango." 155.—"Capriccio." 156.—"Rondeau." 157.—"Gigue." 158.—"Minuet." 159.—"Scherzo." 160.—"Tango." 161.—"Capriccio." 162.—"Rondeau." 163.—"Gigue." 164.—"Minuet." 165.—"Scherzo." 166.—"Tango." 167.—"Capriccio." 168.—"Rondeau." 169.—"Gigue." 170.—"Minuet." 171.—"Scherzo." 172.—"Tango." 173.—"Capriccio." 174.—"Rondeau." 175.—"Gigue." 176.—"Minuet." 177.—"Scherzo." 178.—"Tango." 179.—"Capriccio." 180.—"Rondeau." 181.—"Gigue." 182.—"Minuet." 183.—"Scherzo." 184.—"Tango." 185.—"Capriccio." 186.—"Rondeau." 187.—"Gigue." 188.—"Minuet." 189.—"Scherzo." 190.—"Tango." 191.—"Capriccio." 192.—"Rondeau." 193.—"Gigue." 194.—"Minuet." 195.—"Scherzo." 196.—"Tango." 197.—"Capriccio." 198.—"Rondeau." 199.—"Gigue." 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648.—"Rondeau." 649.—"Gigue." 650.—"Minuet." 651.—"Scherzo." 652.—"Tango." 653.—"Capriccio." 654.—"Rondeau." 655.—"Gigue." 656.—"Minuet." 657.—"Scherzo." 658.—"Tango." 659.—"Capriccio." 660.—"Rondeau." 661.—"Gigue." 662.—"Minuet." 663.—"Scherzo." 664.—"Tango." 665.—"Capriccio." 666.—"Rondeau." 667.—"Gigue." 668.—"Minuet." 669.—"Scherzo." 670.—"Tango." 671.—"Capriccio." 672.—"Rondeau." 673.—"Gigue." 674.—"Minuet." 675.—"Scherzo." 676.—"Tango." 677.—"Capriccio." 678.—"Rondeau." 679.—"Gigue." 680.—"Minuet." 681.—"Scherzo." 682.—"Tango." 683.—"Capriccio." 684.—"Rondeau." 685.—"Gigue." 686.—"Minuet." 687.—"Scherzo." 688.—"Tango." 689.—"Capriccio." 690.—"Rondeau." 691.—"Gigue." 692.—"Minuet." 693.—"Scherzo." 694.—"Tango." 695.—"Capriccio." 696.—"Rondeau." 697.—"Gigue." 698.—"Minuet." 699.—"Scherzo." 700.—"Tango." 701.—"Capriccio." 702.—"Rondeau." 703.—"Gigue." 704.—"Minuet." 705.—"Scherzo." 706.—"Tango." 707.—"Capriccio." 708.—"Rondeau." 709.—"Gigue." 710.—"Minuet." 711.—"Scherzo." 712.—"Tango." 713.—"Capriccio." 714.—"Rondeau." 715.—"Gigue." 716.—"Minuet." 717.—"Scherzo." 718.—"Tango." 719.—"Capriccio." 720.—"Rondeau." 721.—"Gigue." 722.—"Minuet." 723.—"Scherzo." 724.—"Tango." 725.—"Capriccio." 726.—"Rondeau." 727.—"Gigue." 728.—"Minuet." 729.—"Scherzo." 730.—"Tango." 731.—"Capriccio." 732.—"Rondeau." 733.—"Gigue." 734.—"Minuet." 735.—"Scherzo." 736.—"Tango." 737.—"Capriccio." 738.—"Rondeau." 739.—"Gigue." 740.—"Minuet." 741.—"Scherzo." 742.—"Tango." 743.—"Capriccio." 744.—"Rondeau." 745.—"Gigue." 746.—"Minuet." 747.—"Scherzo." 748.—"Tango." 749.—"Capriccio." 750.—"Rondeau." 751.—"Gigue." 752.—"Minuet." 753.—"Scherzo." 754.—"Tango." 755.—"Capriccio." 756.—"Rondeau." 757.—"Gigue." 758.—"Minuet." 759.—"Scherzo." 760.—"Tango." 761.—"Capriccio." 762.—"Rondeau." 763.—"Gigue." 764.—"Minuet." 765.—"Scherzo." 766.—"Tango." 767.—"Capriccio." 768.—"Rondeau." 769.—"Gigue." 770.—"Minuet." 771.—"Scherzo." 772.—"Tango." 773.—"Capriccio." 774.—"Rondeau." 775.—"Gigue." 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alarm, but from what could be learnt the Boxers had not as yet troubled the community. Nevertheless every precaution was being taken to withstand an attack. There was an absence of the flaming threatening placards with which the Boxers have delighted to decorate the walls of Tientsin. The Russians landed about 5000 men, a number of splendid horses, together with ambulance wagons, stores &c. while the King's men at Taku.

## TROUBLE IN THE PALACE.

The following telegraphic news has been received by members of the Reform Party at Shanghai:—Prince Ching, and Liao Shou-heng, President of the Board of Rites, have been dismissed from the Tsungli Yamen as "too timid," and that although Prince Tuan, father of the Heir-Apparent, has been appointed the same day (20th inst.) to succeed Prince Ching as President of the Yamen, he had strongly declined to take the post. The Empress Dowager, however, stood firm and further appointed Prince Na Yen-tu, Chi Hsiu, and P'u Hsing members of the Tsungli Yamen in order to assist Prince Tuan in inaugurating the new policy. If what the telegram above noted says is true, and we have no reason to doubt its accuracy, we can easily imagine what this "new policy" of the Empress Dowager's Government will be, namely, that it will be more reactionary, and more anti-foreign than any hitherto attempted by any Chinese government, even in its most conservative days. We have already given a slight, but nevertheless quite a sufficient sketch of the new President of the Tsungli Yamen in our issue of yesterday morning and it is, therefore, only necessary to state that his "assistant," Na Yen-tu, is a Mongol Prince of the Aisin Tribe, who has always been a violent reactionary, and for this has been patronised by Prince Ching and others of the Empress Dowager's advisers, who lately got him promoted to the latter post. The Minister of the Interior, in order to get as many of their own people as possible around the present usurper of the Throne, Chi Hsiu, President of the Board of Rites, and P'u Hsing, the other two "assistants in the new policy," are Imperial Clanmen who are great friends of Kang Yi and who have lately come into greater prominence owing to their also being reactionaries and violent anti-foreigners. P'u Hsing is a Vice-President of one of the Six Boards who it will be remembered was sent to Shantung last year to investigate charges made against Chang Ju-mei, then Governor of Shantung, for bribing Li Hung-chang to let the latter go to that province to investigate the Yellow River. Chang Ju-mei was dismissed, but Li Hung-chang escaped through the friendship of the Empress Dowager.—N. C. D. News.

## A THREATENED RIOT AT WUJI.

Placards were posted up last night throughout the city. The call is for all the people to rise up and exterminate all the foreigners and burn their houses. We have always held that when the trouble which is going on now in North China broke out there would be uprisings in other parts of the country. The Yangtze valley has always been a hot bed for all kinds of bad characters and one has the fear that the time is not far distant when they will begin their old tricks. In looking around for what have been in Central China—not a warship of any kind in the river and it would take days for any to go home. Why should this be thus neglected by all the powers? No one can answer it. In fact this whole eastern question has been one stupendous blunder upon another, and it is liable to keep on to the end of the chapter. We hope our fears won't be realized, but the outlook is not at all pleasing. Will keep you posted if there is any serious trouble. [Since the foregoing was written we have received information that a Japanese firm has been attacked.—Ed. C. G.]—China Gazette Cor.

## THE FOREIGN FORCES IN THE NORTH.

Leaving out of sight the foreign forces now in possession of Taku, there were on the 16th inst. as near as we can estimate the following forces:

At Peking 3000 guards of British, American, Japanese, German, French, Austrian, Italian and Russian nationality.

At Langfang, half way up the railway, a mixed force of 1,700 men, principally British, American, Japanese, German and French, under Admiral Seymour, unable to proceed further for reasons that are not altogether to be explained by the alleged scarcity of food and water, but more probably because of the difficulty of effectively operating such a very mixed command.

Two thousand Russians left Tientsin on the 13th, and on Saturday were reported to have arrived outside Peking by the Northern road, that is by a route higher up than the railway, on which Admiral Seymour appears to have walked into an ugly trap. The Russians, who have since landed several thousand more men, are now in the pleasing position of having been asked to extricate Admiral Seymour's party and relieving whatever foreigners there may be left in Peking. We are sorry to say that the Chinese are not acting alone in this matter, but have certain foreigners in their employ as advisers, who are advising them in such acts as the cutting off of Admiral Seymour, the destruction of the railway in his rear, and the manipulation of the Telegraph system. We trust that all such rascals and those who are providing the Chinese with arms and ammunition and carrying the same to the Chinese troops at Taku and elsewhere, will meet with their deserts.—China Gazette.

## THE PLAGUE.

Cases reported to 21st instant ..... 651  
Do. during past 24 hours ..... 9  
Total ..... 660

Deaths reported to 21st instant ..... 593  
Do. during past 24 hours ..... 7  
Total ..... 600

## TIENSIN.

(From an Occasional Correspondent.)

WAITING FOR THE BOXERS.

During the last few days we have rather been awaiting history than making it. Tientsin has been organising itself, and is now fully ready to give more than a warm reception to the Boxers, should they attempt a raid. Many of our more eager spirits hope the so-called patriots will come. They say, with a good deal of sense, it would be the most ready method of pricking the bubble on which all the potency of the fellows depends, viz., the idea of their invulnerability. It certainly is most curious how widely this delusion extends. The Chinese of all classes believe it, and the creed has completely taken away any pluck the Imperial soldiery may have possessed. The minor officers and men make no secret of their halfheartedness in attacking an enemy who can catch bullets in their flight and who can, by a conjurer-like pass, deviate a bullet from its aim. When once the Chinese mind is disabused of this idea of Boxers' immunity from death and wounds, there will be a quick and great reaction; therefore, the sooner it comes the better. The next and greatest desideratum is...

## RAIN.

Jupiter Pluvius has been promising for weeks, but is dreadfully unpointed. Yesterday we had an hour or two of fairly heavy rain, accompanied by hail, but what we want is a two or three days' downpour. This would instantly affect the military and the social question beyond all computation. The nine months' drought, with the consequent fears of impending famines, the empty creeks, the dry wells, have been of incalculable value to the Boxers in their propaganda. Scarcity of food is so terrible a foe that political sedition is a welcome diversion to many.

## THE BOXERS.

Unlike the duty of a conscientious analyst difficult, if one believed even one-twentieth of all that is circulated by sensible Chinese, one could fill columns, but every day the facts of the afternoon flatly contradict the certainties of the morning; and the news of the evening is utterly irreconcilable with both. Nearly all our news comes from rural Chinese sources, and is therefore tainted at its fount. Chinese, at present, are in a frenzy of fear and credulity, utterly incompatible with sane observation or true narrative. I have had to give up the telegraph, simply because it was a sheer impossibility to avoid shocking Shanghai with unintentional lies. The Jesuit and Protestant missions get some sort of information from their people, but for the most part it turns out the product of imaginative fear. Let your readers, therefore, be ready to make a very heavy discount on all so-called news from the North, and especially telegraphic news. The information is sent in perfect good faith and is the result of very careful examination and comparison, but it is often flatly contradicted before an hour is over. To-day, General Nieh has gone up the line with 5000 of his fairly drilled and well-armed men (Kiangsu). On Tuesday, at 5 a.m., he was credibly reported to have advanced against the Boxers and killed one thousand. At 1 p.m. he had been defeated, slain, and his head was going round the countryside on the end of a pike. Whereas the facts were, that he got on board the Peking train at near Yangtsun (some 18 miles from Tientsin), advanced with it about three miles beyond Lofu and then ordered it instantly to return to Tientsin, as he saw the Boxers' fires on ahead. Now Mr. C. W. Campbell, of the Consular service, and Mr. A. Currie, the engineer of the line, were on the train; they saw the puff of fire and smoke, and were confident there were no fires and no sign of any enemy. They wished to go on, but the stout old soldier (!!) would not hear of it and insisted on going back to his men, professing great anxiety for the foreigners' lives. These gentlemen were in the General's presence an hour after the pike business; yet the latter had credit all over the city, even among many officials.

It is comely like this that makes one wholly dubious of another battle yesterday, in which Nieh defeated the Boxers and took ten heads. The probable facts are that Nieh's orders are to demonstrate against the Boxers in a passive way, do as much railway protection as possible, but to abstain from attack and not to fight at all except in self-defence. All the history of the past fifteen days points to something like this. The Chinese could not win the sedition in a few days, if they wanted to. They don't want to, as the reactionaries are temporising and still hope there may be virtue in Boxer potency against foreigners. The sooner this is recognised the better. Get rid of the influence of Yu Hsien, Tuan, and men of like kidney in Peking, and the situation will brighten up immediately.

## OUR DEFENCES.

The enemy (Boxers) is supposed to be in considerable numbers to the South and West of Tientsin. He may be, but it is ridiculous to think he will make any attempt here under present conditions. Lieutenant Wright, of H.M.S. *Orlando*, who was at first in charge of the marines and seamen, has done splendid service in organising the defence. He has the hearty co-operation of the American, German, Italian, Russian, and French guards in the place; and should a pinch come the Japanese would of course join in. There are over 500 men from the fleet here, with two field guns and over a dozen machine guns. Within five hours, these the Taku forts, an additional force of 3,000 or 4,000 could be up. The non-volunteers have formed a Home Guard, and measures have been taken so that we may be ready even for the most unlikely contingencies. Commander Granville, of the *Centurion*, is now in charge and communication is actively kept up with the flag-ship. There are 26 war vessels at Taku; omitting 6 Chinese ships, we may say there are 100,000 tons, 400 guns and nearly 10,000 men. The British Admiral has landed nearly 350 men, of whom 70 are in Peking.

The presence of this huge armament at Taku to meet only the Boxer *hassio* seems absurd. There is a growing suspicion that something greater is behind it all.

## A CEREMONY OF PEACE.

Amidst all this petty war and rumour of war, it is pleasant to chronicle a ceremony of peace. Mrs. Scott, the wife of Bishop Scott, laid the memorial stone of All Saints' Church on Monday last. It is a simple, cheerful, and inspiring little function, well and gracefully done.

## Friday, 8th June.

Various.

General Tung Fu-shiang, one of Jung Lu's condottieri, mentioned in the precious edict of Wednesday last, is the man who put down the Mahomedans in Kansu last year. He is himself said to be a Mahomedan, and is very strongly suspected of Boxer sympathies—no doubt a case of "similia similibus curantur." He is strongly anti-foreign, moreover.

The said edict but confirms that which before was "siccar," namely, that the Government is still wobbling, and is entirely unwilling to deal with the emergency. Inability has nothing to do with it; 70,000 fairly armed, well-drilled men of all arms, unable to put down two or three thousand claw-bearers, armed with spears and sickles, and finding all their potency in mystical humbug! The idea is preposterous.

Import trade has ceased and export trade is almost at vanishing point, being confined to stocks already ready for shipment. Passenger traffic outward is very active.

The Rev. H. V. Norman's murder is quite confirmed. He fell into the hands of a man named Li, the head man of a little township hard by. Li recently lost his son in a quarrel between Boxers and Christians, vowed vengeance and took it on his capital. The Anglican Mission in North China has lost three members by martyrdom and three by death during the last six months. Miss Alice Marston, M.D., after a few years of splendid medical work in Peking in connection with the Mission, on her way home ruptured a blood vessel at sea, during a *patoxysm* of itching.

## YESTERDAY'S (FRIDAY) NEWS.

Was that Paoingfu and Tungchow were in flames. Of the former there is no confirmation whatever, indeed there cannot be, as the wires and lines are both cut. The latter will most probably turn out to be that the extensive premises of A.B.M. have been destroyed, not that the whole city is aflame. We hear also of the U.S. Legation Guard marching out to bring in the missionaries.

It was reported to-day that the various British subjects in outlying parts of Peking have been ordered in, and that the English women are at the Legation.

It is generally believed in Tientsin that General Nieh is to be cashiered and that he has been formally reproved for excess of zeal in attacking a village where the folk were not Boxers. This is exceedingly probable. He sent a few heads into Tientsin on Thursday, but his soldiers showed their zeal most in looting Mr. Currie's at Yangtsun—a district which had been sent to protect. They wantonly destroyed things they could not take away.

## Saturday, 9th June. Noon.

To-day had its usual crops of rubbishy rumours: (1) that the Boxers were crossing the Red Bridge (Gate) in large numbers; (2) that Yangtsun Station was gone and that Tientsin Station was to go tonight. The facts are that the Tientsin Station has been under a British guard all day, and that, except for the abject fear of the railway employees, and the conspicuous absence of all the big men, everything has gone on as usual over there.

The Peking traffic is stopped, but as Sir Claude has asked for more guards a determined attempt is to be made to-morrow (Sunday) morning, at 5 a.m., to send a train through with 70 marines under Major Johnston (red) and Captain Bates (blue). The Chinese, under pressure, have consented to the attempt. Lieutenant Wright, with a small armed guard and driven by a little crowd of foreign drivers, made a reconnaissance up the line this afternoon. As far as Yangtsun it was intact. He walked some four miles beyond and saw that the sleepers on two of the bridges had been fired and were charred. In one case a rail had been removed. For a distance of 23 miles out of Tientsin there was nothing that a few minutes' work would not put right, as far as a temporary service was concerned. The country and villages were as quiet as possible: no appearance of an enemy.

Saturday, 11 p.m. Just as I was putting my notes yesterday we had great and important incidents. As the wire is now cut (or rather as the telegraph people say it is cut) we know no particulars whatever of what transpired in the Capital on Saturday afternoon; but we know that all the Consuls and Commanders here received a series of in increasingly urgent wires from Peking for transmission to the Admirals at Taku. Those of the British and American Ministers were identical in spirit if not in words, and were somewhat as follows:—(1) Be ready to send a large force promptly. (2) Make all preparation for instant landing. (3) Send at once or you will be too late.

These messages all reached Taku between 5 p.m. and 11 p.m. Admiral Seymour had left a signalling party or shore, and when the last stirring message was flashed out, a fine piece of work was witnessed. By 5 a.m. a force of 1,570 odd men of all nationalities, with three days' rations, was at Tangu Station, fully armed, field guns, machine guns, etc., etc., the British Admiral (with his Flag Captain) in command. They were here at 7.30 a.m. and were entrained and off by 9 a.m. They made no secret whatever of their intention of going right into Peking, Boxers or no Boxers, Chinese willing or unwilling, railway open or broken. The damage done to the railway was well known. The journey an affair of 48 or 60 hours instead of three, but materials and men were taken for the purpose of mending it. As far as is known only a few sleepers on the bridges have been burned; and a rail here and there ruined.

Profound anxiety is felt in Tientsin as to what has occurred in Peking, and still more apprehension as to what may be happening now. Our assumptions are that the troops were threatening to get out of hand and to join the mob; if this be so the rabble will now know that a large force is *en route*; this may either precipitate what we half fear, or on the other hand may obviate it. One can never tell how an ignorant and cowardly body may act, as caprice and fear are erratic guides.

A reassuring telegram dated noon on Sunday is our last one through: this says "still unhurt, but unsafe." From this we learn that nothing tragical or serious had occurred up to that time when the guards were 25 miles out of Tientsin (at most three days' march from Peking). At noon yesterday, six hundred more men arrived from Taku, half of whom were Germans, the others British and French. It should be stated that half of the large force in the morning was British. These were entrained early in the afternoon. Director Tong of the Railway and the various verbal protest by Capt. Bailey, R.N., took matters into his own hands, and with the friendly co-operation of all the officers of the forces cleared the station; putting naval officers, etc., in charge of the train. Just as all was ready to start, the Viceroy's formal permission arrived.

Many of our guards have left for Peking, but they have been replaced, and Capt. Bailey is now senior officer here, with about 600 men at disposal. We feel no anxiety for ourselves; indeed Tientsin is eager to have the privilege of pricking the Boxer bubble. This will have to be done by one means or other before the railway and the official mind can return to its normal quiescence. The rubbish that finds credit about the power of these fellows is beyond all belief—the foreign settlement is to be razed within three days, and every man jack of us expelled from China by 10,000 Boxers. It would be truly laughable if it ended there; but unhappily two-thirds of Chinese officialdom in Peking believe it true, and what is more, hope it is true. They are sitting on the wall accordingly. It is to their influence we owe all the skumble-skamble stuff of the Edicts and the shilly-shally attitude of the soldiers.

I have excellent reason for asserting that General Nieh's apparent poltroonery is solely the result of the telegraphic instructions. He told the Viceroy (Yu Lu) here the other day that he was willing to accept all responsibility, and stop the sedition promptly. But the Viceroy himself is under very stringent orders as to his own action. As far as he can he co-operates promptly and earnestly with the Consuls, and he has done everything in his power to allay panic. He has in all cases given permission to entrain, though much time has been lost by each petty man throwing the onus of responsibility on to the man above him.

Petty officialdom is in a terrible state and is in many cases leaving its post. The passenger trade the Scotch is astonishing, but has not yet extended to the Europeans. Most of our ladies refuse to go.

The Hammer, store-ship, is at Peitaiho, and is doubtless having a steady effect on the 25 American missionaries (from inland stations), and equal number of British subjects. There is no news whatever of Paoingfu or of Tungchow.

## Sunday, 8 p.m.

Later. Two hundred Russians and fifty French came in by this morning's tide, and got up here early. The usual "non possumus" was put on their entraining, but the officers at once commanded the Chinese to get on the footplate and went off. The Chinese employees stood aloof to a man, doubtless under orders, but a stoker was caught and pressed into service.

We hear that the expedition yesterday got as far as Lofu, 31 miles out; so it is now on the edge of the sedition districts.

A wire got here this morning, it is said by a circuitous route, dated Peking, last night, saying they were still unattacked, but very anxious.

The Boxer business has sunk into comparative insignificance. The Chinese say that the centre of its activity is now shifting round to the Eastward in the Tonsin direction, but like all the Chinese news this is more supposition than fact.

The large foreign contingent in Tongshan threatened to come down to Tientsin, but now that a guard of 40 marines has gone up there, will not do so. A row at the coal-pits will be big scrimmage, as there are great numbers of Cantonese in the pits, and these would almost to a certainty go for the natives. No word from Paoingfu, Tungchow, and Peking. Monday, 4.30 p.m.

## VICTORIA CROSS SOLD.

A Victoria Cross was put up for auction in London at Sotheby's sale rooms in Wellington St., Strand, on the 18th May.

It was awarded to an officer for various acts of gallantry performed during the defence of the Residency of Lucknow from 30th June to 22nd Nov., 1857.

The little piece of bronze realised 100 guineas.

## SHIPPING REPORTS.

Capt. H. Barlow, of the steamship *Anping*, from Shanghai, reports:—Moderate N.E. winds and dull cloudy weather throughout.

Captain G. W. Pennefather, of the steamship *Kailong*, from Hoilo, reports:—Strong variable S.W., S.E., N.E. and N. winds, high confused sea and squally, with heavy rain throughout.

Captain Hall, of the steamship *Haiching*, from Paoingfu, Amoy, and Swatow, reports:—Foolish to Swatow fresh N.E. winds and clear. Swatow to Hongkong weather unsettled with heavy rain at times. Steamers in Amoy:—*Shantung*, *Irene*, *Pinching*, *Charterhouse*, and *Singam*. In Swatow:—*Whampoa*, *Chowai*, *Wosung*, *Newchwang*, *Wuhu*, and *Wuchang*.

## NOTANDA.

## CALENDAR.

## JUNE.

Meteorological means based on fifteen years' observations to 1898.

Barometer ..... 29.764  
Thermometer ..... 80.7  
Humidity ..... 83.0  
Rainfall ..... 16.496

## TO-DAY.

Friday, 22nd June, 1900.  
Chinese—26th of 5th moon of 26th year of Kwang-shi.  
Sun—Rises ..... 5hr. 18min.  
Sets ..... 5hr. 45min.  
High water—Morning ..... 5hr. 45min.  
Afternoon ..... 5hr. 39min.  
Low water—Morning ..... 1hr. 47min.  
Afternoon ..... 10hr. 39min.

## ANNIVERSARIES.

1840—Canton blockaded by the British.  
1855—Serious damage caused by excessive rains in Hongkong.  
1894—Loss of H.M.S. *Victoria* with 351 lives.  
1897—Celebration of the Diamond Jubilee of H. M. Queen Victoria.  
1898—American flag hoisted on the Island of Guam.—American troops land at Agaña under fire from Spanish forces.  
1899—Armed attack on Custom station and French Consulate at Mengtze Yunnan.

## TO-MORROW.

Saturday, 23rd June, 1900.  
Chinese—27th of 5th moon of 26th year of Kwang-shi.  
Sun—Rises ..... 5hr. 19min.  
Sets ..... 5hr. 46min.  
High water—Morning ..... 5hr. 46min.  
Afternoon ..... 5hr. 40min.  
Low water—Morning ..... 1hr. 50min.  
Afternoon ..... 10hr. 40min.

## ANNIVERSARIES.

1843—K'ing visited Hongkong.  
1848—Red Republic rising at Paris suppressed; 10,000 lives lost.  
1874—Shock of earthquake in Hongkong.  
1884—French troops defeated by Chinese near Langson.  
1886—Steamer *City of Tokio* lost on Sagami point.  
1894—Prince Edward Albert born.  
1897—Commemoration stones of Women's Hospital and Jubilee Road laid by H.E. Sir William Robinson, G.C.M.G.  
1898—American troops landed at Baiguire, 17 miles from Santiago.  
1899—Mr. C. W. Kinder Engineer in Charge of the Imperial Chinese Railway dismissed for alleged insubordination.

## AGENDA.

## TO-DAY.

8 p.m.—Regular Meeting of the Lion and Rose Lodge.

## TO-MORROW.

Noon—P. & O. steamer *Clyde* leaves for London etc.  
Noon—C. N. Co.'s steamer *Kwaiyang* leaves for Cebu and Hoilo.  
5 p.m.—E. & A. S. Co.'s steamer *Australian* leaves for Australia.  
Cargo ex *American* Maru subject to rent.

## MONDAY, 25th.

11 a.m.—Meeting of the Executive Council in the Council Chamber at Government Offices.  
3 p.m.—Public Auction Sale of Crown Land (Nos 302 and 303) at the Offices of the P. W. D.  
3 p.m.—Meeting of Legislative Council.  
4 p.m.—C. N. Co.'s steamer *Kailong* leaves for Manila.

## TUESDAY, 26th.

O. S. Co.'s steamer *Antenor* leaves for London via Suez Canal.  
Noon—P. & O. steamer *American Maru* leaves for San Francisco via Honolulu.  
Cargo ex *Benlontan* subject to rent.  
Cargo ex *Wakaba Maru* subject to rent.

## WEDNESDAY, 27th.

C. P. R. steamer *Empress of India* leaves for Victoria B.C. etc.  
5 p.m.—C. & M. S. N. Co.'s steamer *Diamante* leaves for Manila.

## THURSDAY, 28th.

Noon—N. L. steamer *Oldenburg* leaves for Europe.  
O. S. Co.'s steamer *Ulysses* leaves for Liverpool (direct).

## FRIDAY, 29th.

Daylight—N. Y. K. steamer *Isaba Maru* leaves for Marseilles, London etc.  
4 p.m.—N. Y. K. steamer *Futami Maru* leaves for Australia via Manila.  
8 p.m.—Regular Meeting of the Lion and Rose Lodge.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

American (City of Peking) 25th inst.  
German (Stuttgart) 27th inst.  
German (Oldenburg) 27th inst.  
American (Gaelic) 4th prox.  
Canadian (Empress of Japan) 10th prox.  
American (Hongkong Maru) 12th prox.

The P. & O. S. N. Co.'s steamer *Banca*, left Singapore for this port on the 21st inst., at 3 p.m.

The N. Y. K.'s steamer *Yasuda Maru*, (Australian line) left Manila for this port yesterday, the 21st inst., and is expected to arrive here on the 23rd inst.

The steamer *Kailong*, from Glasgow and Birkenhead left Singapore for this port on Wednesday, the 20th inst., p.m., and may be expected here on or about the 26th inst.

## HONGKONG AND WHAMPORA DOCK RETURNS.

U.S.S. Monterey ..... at Kowloon Dock.  
U.S.S. Oregon ..... " "  
*Sunking* ..... " "  
*Fansang* ..... " "  
*Changsha* ..... " "  
*Freiburg* ..... " "  
*Chuangang* ..... " "  
*American Maru* ..... " "  
*Goodwin* ..... Cosmopolitan  
*Miles* ..... Aberdeen  
*Petrach* ..... " "

## PASSED THE CANAL.

Outward—5th June—*Savona*, *Holsatia*, *Tamhi Maru*, *Stuttgart*, 8th June—*Kanagawa Maru*, *Calchais*, *Erzherzog*, *Ferdinand*, 12th June—*Arai*, *Clia*, *Marie Valerie*, *Corinth*, *Tonkin*, *Malla*, *Eva*, 15th June—*Orestes*, *Shikamo Maru*, *St. Regulus*, 19th June—*Annam*, *Glenharner*, *Konig Albert*, *Tenkal*.

Homeward—5th June—*Malacca*, 8th June—*Preussen*, 12th June—*Isaba*, 13th June—*Konigsberg*, 19th June—*Oceanien*, *Sankai Maru*, *Altonius*.

Arrivals at Home—20th June—*Leostikhin*, *Maria Valerie*, *Pathan*.

## Shipping.

## Arrivals.

YOKOHAMA, Japanese steamer, 2,226 Y. Mina-migawa, 21st June, Keelung 19th Jan. Coal—Japanese.  
KAIFONG, British steamer, 1,024 G. W. Pennefather, 22nd June, Hoilo 17th June, Sugar.  
HUTTENFELD & SWIRE.  
ANPING, Chinese steamer, 1,758 H. Barlow, 22nd June, Shanghai 19th June, General.  
C. M. S. N. Co.  
STANFIELD, British bark 662, Wilson, 22nd June, Rajang 2nd June, Timber.  
Master.  
VALETTA, British steamer, 2,073, F. N. Tiliard, 22nd June, London and Singapore 23rd June, Mails and General.—P. & O. S. N. Co.  
WINGANG, British steamer, 1,517, T. H. Sellar, 22nd June, Canton 21st June, General.  
Jardine, Matheson & Co.  
HAICHING, British steamer, 1,267, Hall, 22nd June, Kowchow 19th June, Amoy 20th, and Swatow 21st, General.—Douglas, Lapraik & Co.  
OTTER, British torpedo-boat destroyer, 360, Walker, 22nd June, Singapore 15th June, and Devonport 18th May.  
PIQUE, British gunboat, 3,600, Reynolds, 22nd June, Singapore 15th June.  
HOIHO, French steamer, 509, Godinard, 22nd June, Pakhoi and Hoilow 21st June, General.—A. R. Marty.  
SZECHUEN, British steamer, 1,158, A. C. Hall, 22nd June, Canton 22nd June, General.—Butterfield & Swire.

## Clearances at the Harbour Office.

*Krongvati*, British str., for Bangkok.  
*Atsuhime Maru*, Japanese str., for Singapore.  
*Atsuhime*, Chinese str., for Canton.  
*Haiching*, British str., for Swatow.  
*Kongnang*, British str., for Canton.

## Departures.

June 22, *Esmeralda*, British str., for Manila.  
June 22, *Germantia*, German str., for Saigon.  
June 22, *Tataros*, German str., for Saigon.  
June 22, *Kwangsi*, British str., for Canton.  
June 22, *Declina*, German str., for Canton.  
June 22, *Cedra*, British 4-masted bark, for Portland.

June 22, *Bradenford*, British str., for Nagasaki.  
June 22, *Chingco*, British str., for Manila.  
June 22, *Deulera*, German str., for Tourn.  
June 22, *Anping*, Chinese str., for Canton.

## Passengers—Arrived.

Per *Anping*, from Shanghai—Mr. F. Hanum, and 16 Chinese.  
Per *Haiching*, from Coast Ports—Miss Rosario, Messrs. Sutton, Reynolds, Bryson, and 129 Chinese.  
Per *Kailong*, from Hoilo—Messrs. Dominador Jaronillo, Florencio Jaronillo, Benjamin Jalandoni, Ellentario Jaronillo, Gandericio Albayore, Esteban Jalandoni, Mrs. Morrey and 2 servants, and 11 Chinese.

Per *Valetta*, from London for Singapore—Lieut. Simpson, for Hongkong—Dr. R. Gibson, Capt. J. C. Samle, Messrs. J. L. Houston, M. H. and H. E. C. Clithwaite, F. Gelson, C. Glover, W. Davidson, G. Duncan, H. Cooper, J. Bellam, Butcher, Mr. and Mrs. J. Cummiskey and infant, Surgeon J. C. Watt, Mr. J. H. Simpson, Mr. and Mrs. S. W. Merchant, child and infant. From Brindisi—Mr. S. D. Thomas, From Marseilles—Messrs. J. P. MacKintosh and E. Hedgrie, Jr. From Colombo—Mr. F. C. Fletcher, From Penang



## To be Let.

**TO LET.**  
A FURNISHED ROOM on the LOWER LEVEL, WITH or WITHOUT BOARD.  
Apply to—  
c/o Office of This Paper.  
Hongkong, 19th June, 1900. [783b]

## TO LET.

"HARFORD" MAGAZINE GAP.  
GROUND FLOOR, 52, PELL STREET.  
15, PRATA CENTRAL—ROOMS on 2ND FLOOR.  
"GLENIFFER" KOWLOON.  
A HOUSE IN RIGON TERRACE.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 18th June, 1900. [21]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAICHING."  
Captain Hall, will be despatched for the above Ports, on SUNDAY, the 24th instant, at 9 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 21st June, 1900. [792b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.  
THE Company's Steamship

"SZECHUEN."  
Captain Hall, will be despatched as above on TUESDAY, the 26th instant, at 2 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st June, 1900. [791b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"ANTENOR."  
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th May, 1900. [643b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's New Steamship

"DIAMANTINE."  
Captain A. Ransau, will be despatched for the above port, on WEDNESDAY, the 27th instant, at 5 P.M.  
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 21st June, 1900. [790b]

NIPPON YUSEN KAISHA.

FOR MANILA.  
THE Company's Steamship

"FUTAMI MARU."  
(3,800 Tons Gross, Captain J. Thom), will be despatched for the above Port, on FRIDAY, the 29th instant, at 4 P.M.  
This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
Return Tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to  
A. S. MITHARA,  
Manager.  
Hongkong, 21st June, 1900. [793b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"CHINGTU."  
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.  
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."  
Captain Williams, will be despatched on SATURDAY, the 14th July, at 4 P.M.  
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th June, 1900. [777b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"STENTOR."  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th June, 1900. [764b]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.  
THE Company's Steamship

"KAN SU."  
Captain Somerville, will be despatched as above TO-MORROW, the 23rd instant, at 2 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th June, 1900. [784b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."  
Captain Hems, will be despatched as above TO-MORROW, the 23rd instant, at 5 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
A Stewardess and a duly qualified Surgeon are carried.  
Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 19th June, 1900. [733b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."  
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 18th June, 1900. [45]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."  
Captain Tack, will be despatched as above on MONDAY, the 25th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 20th June, 1900. [786b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"KAIFONG."  
Captain Pennefather, will be despatched as above on MONDAY, the 25th instant, at 4 P.M.  
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th June, 1900. [775b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."  
Captain J. Saito, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 13th June, 1900. [759b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).  
Taking Cargo at London Rates.

THE Company's Steamship

"ULYSSES."  
Captain Brown, will be despatched as above on THURSDAY, the 28th instant.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th June, 1900. [780b]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"RENAUDER."  
Captain C. K. McNish, will be despatched as above on or about THURSDAY, the 5th July.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 13th June, 1900. [760b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE."  
will be despatched for the above Port on or about the 6th July, and the S.S. "SIKH" on or about the 13th July. They will be followed by the

S.S. "AFGHANISTAN."  
For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 11th June, 1900. [4]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS."  
Captain Towell, will be despatched as above on TUESDAY, the 10th July.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 4th June, 1900. [735b]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

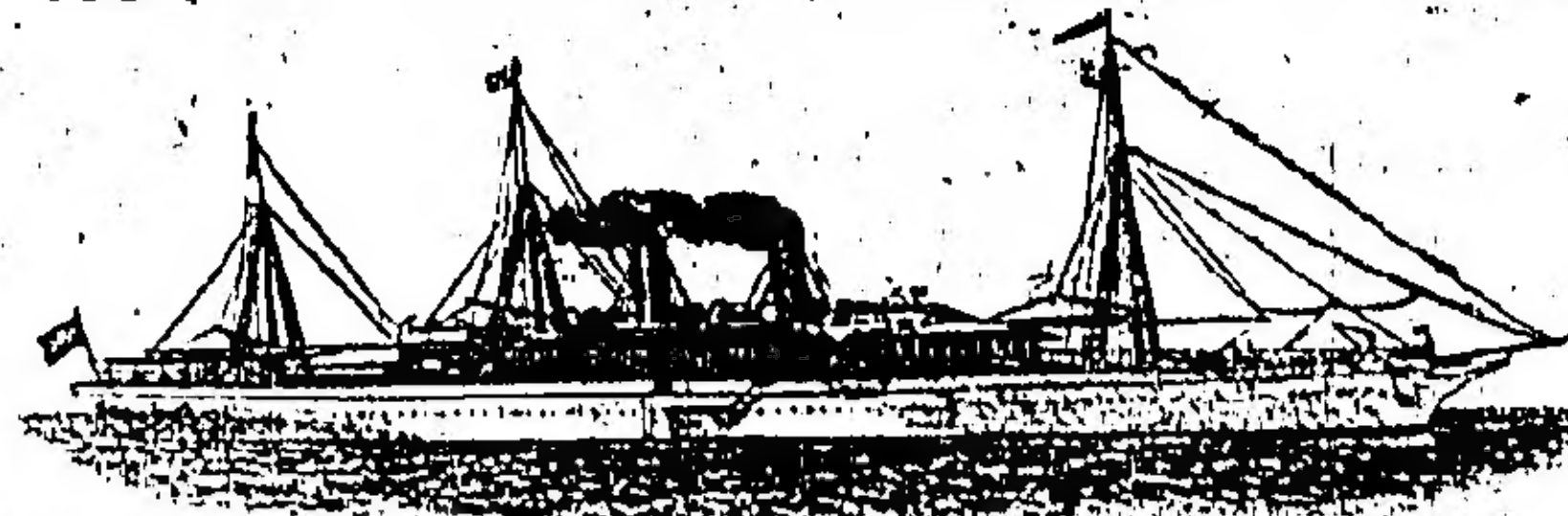
THE Steamship

"ACARA."  
will be despatched for the above Port on or about the 15th July.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 1st June, 1900. [715b]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 18th July.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Preston Street.

Hongkong, 6th June, 1900.

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenzie ..... 3750 W. Frakes ..... July 3  
Queen Adelaide ..... 2832 J. S. Co ..... July 25  
Duke of Fife ..... 3821 J. S. Co ..... July 28  
Victoria ..... 3502 T. Panten ..... Aug. 7

ALSO  
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll ..... 2907 S. Thomson ..... June 30  
Monmouthshire ..... 2874 J. Kennedy ..... Aug. 4  
Dromedary ..... 3601 W. Watt ..... Aug. 25  
Argyll ..... 2907 S. Thomson ..... Sept. 15

THE attention of Passengers is directed to the very cheap rates offered by the Line: HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full), by 5 P.M., on the day previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 14th June, 1900. [4]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Thyra ..... 3812 about June 30  
Ensign ..... 3177 about July 31  
Carlisle City ..... 3002 about Aug. 20  
Strathgyle ..... 5023 about Sept. 15

THE Steamship

"THYRA," will be despatched for MOJI, KOBE, YOKOHAMA, SAN DIEGO & SAN FRANCISCO, on or about SATURDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan. [28]

Hongkong, 11th June, 1900.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CLYDE."  
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 23rd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 22nd June, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th August, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st Sept., at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 26th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.  
Hongkong, 19th June, 1900. [5]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

YAWATA MARU..... {NAGASAKI, KOBE and YOKO-} SUNDAY, 24th June, at  
A. E. Moses..... {HAMA ..... Daylight.

INABA MARU..... {MARSEILLES, LONDON & ANT-} FRIDAY, 29th June, at  
W. Bainbridge..... {WERP, via SINGAPORE, PENANG, ..... Daylight.  
COLOMBO and PORT SAID .....

FUTAMI MARU..... {SYDNEY and MELBOURNE, via} FRIDAY, 29th June, at  
J. Thom..... {MANILA, THURSDAY ..... 4 P.M.  
TOWNSVILLE and BRISBANE .....

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MITHARA,  
Manager.

Hongkong, 22nd June, 1900. [6]

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.



(Freight Service.) (Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARMENIA..... {NEW YORK ..... 29th June, at  
Ostermann..... {via SUEZ CANAL ..... Freight.

SAMBIA..... {COLOMBO, HAVRE BREMERHA-} 3rd July, at  
G. Schmidt..... {VEN and HAMBURG ..... Freight.

WITTENBERG..... {LONDON with transhipment in HAMBURG} About 17th July, at  
Hempel..... {HAVRE and HAMBURG ..... Freight.

\*SAVOIA..... {LONDON with transhipment in HAMBURG} About 7th August, at  
Jäger..... {HAVRE and HAMBURG ..... Freight and  
Passage.

ALESIA..... {LONDON with transhipment in HAMBURG} About 20th August, at  
Knuth..... {HAVRE and HAMBURG ..... Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor, and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. PACIFIC MAIL STEAMSHIP CO.











## Intimations.

**F. BLACKHEAD & CO.,**  
SHIPCHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
WHISKY, &c.  
EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1896.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST  
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 9th March, 1897.

VISITORS AT THE HONGKONG  
HOTEL.

Aitken, Mr. J. H. Houston, Mr. J. S.  
Angus, Mrs. John Judell, Mr. and Mrs.  
Appleby, Mrs. G. W. Joseph, Mr. and Mrs.  
Bailey, Mr. W. S. E. S.  
Bell, Mr. and Mrs. O. Katsch, Mr. E. A.  
M. D. Kaye, Sir John  
Benjamin, Mr. & Mrs. Kaynorswell, Mr. F.  
R. D.  
Blackburn, Com. R. N. Kiene, Mr. and Mrs. F.  
Boehm, Mr. G. Kinghorn, Mr.  
Bonnet, Mr. F. Lara, Mr. and Mrs.  
Brooks, Mr. G. Levy, Dr. E. B.  
Brown, Mr. G. H. Levy, Mr. L. A.  
Byron, Capt. J. and son, Mr. A. R.  
Carbott, Mr. J. C. MacGowan, Mr. R. J.  
Carter, Mr. H. B. Malloy, Mr. J. S.  
Chikripherson, Mr. M. Marcenaro, Mr. E.  
Clark, Dr. and Mrs. F. Mayston, Mr. J. G.  
Colson, Mr. T. S. McElroy, Mr. J. G.  
Denroche, Mr. P. C. McLeod, Mr. Alex.  
Diccombe, Mr. G. M. Mesa, Mr. O. S.  
Dorset, Mr. R. H. von Murphy, Mr. E. O.  
Dum, Miss N. A. Neill, Mr. J. J.  
Eicher, Mr. H. G. C. O'Neill, Mr. J. J.  
Fletcher, Mr. F. E. Parfitt, Mr. J. J.  
Georlop, Mr. J. P. Pratt, Mr. E. S.  
Genge, Mr. R. Robins, Mr. S. J.  
Glass, Mr. David. Rosenfeld, Mr. J. H.  
Glover, Mr. G. Schellenbaum, Mr. H.  
Goddard, Capt. Simms, Mr. H.  
Gynoloy, Mr. and Mrs. Smith, Mr. D. A.  
Ham, Mr. P. S. Stevens, Mr. G. R.  
Harris, Mr. and Mrs. Stewart, Mr. A. W.  
F. W. Whitley, Mr. W. W.  
Haherley, Mr. & Mrs. Whitley, Miss  
Haherley, Mr. Whitley, Miss  
Hibbickwaite, Mr. F. Whitley, Mr. J. G.  
Howard, Mr. Thos. Whierston, Mr. L.

VISITORS AND RESIDENTS AT THE  
PEAR HOTEL.

Anderson, Mr. R. D. Mitchell, Mr. R.  
Beattie, Mr. Andrew Morris, Major & Mrs.  
Bonar, Mr. J. W. C. Ewall, Mr. Stuart G.  
Eaynes, Mr. H. F. R. Oakley, Miss  
Comrie, Mr. A. F. Oakley, Miss  
Davis, Mr. W. O'Gorman, Col. The  
Ezekiel, Mr. J. S. Percy, Mrs. Scott  
Forbes, Mr. A. Pigot, Mrs. Brooke &  
Gompertz, Mr. H. H. child  
Graham, Mr. D. M. Pollock, Mr. H. E.  
Griffin, Major W. W. R. Reilly, Major C. W.  
R. A. Simpson, Mrs. Cecil  
Gros, Mr. Edward F. Sinclair, Mr. A. P.  
Hays, Mr. J. Stewart, Mr. A. Murray  
Hedrick, Mr. H. U. Stokes, Mr. A. P.  
Johnston, Mr. R. F. Tomlin, Mr. G. L.  
Lee, Mr. J. E. Watson, Mr. and Mrs.  
Lemke, Mr. & Mrs. R. T. Malcolm  
Mackie, Mr. C. Gordon  
Marin, Mr. R.

## CRAGIERHURN.

Anderson, Mrs. A. Law, Mr. & Mrs. D. R.  
Anderson, Miss Law, daughter  
Anderson, Miss B. McCarthy, Mr. E. T.  
Anderson, Mrs. M. L. & McCarthy, Mrs. and  
son daughter  
Benn, Mr. Arthur and Newton, Mr. & Mrs. W.  
family Volpicelli, Consul  
Flynn, R.N. Rev. F. Volpicelli, Madame

## EXCHANGE.

Hongkong, June 22nd.  
ON LONDON, Telegraphic Transfer, 1/11 7/16  
Bank Bills, on demand, 1/11 1/2  
Credits, 4 months' sight, 1/11 1/2  
Dime's, 4 months' sight, 1/11 1/2  
ON PARIS, (demand), 1/11 1/2  
ON BARLIS, Bank Bills, on demand, 1/11 1/2  
Credits, 4 months' sight, 1/11 1/2  
ON NEW YORK, Bank Bills, on demand, 47 1/2  
Credits, 30 days' sight, 48 1/2  
ON BOMBAY, Telegraphic Transfer, 1/11 1/2  
On demand, 1/11 1/2  
ON SHANGHAI, Telegraphic Transfer, 1/11 1/2  
Private 30 days' sight, 7 1/2  
ON YOKOHAMA, T.T., 38 per cent. prem.  
Sovereigns, Bank's Buying Rate, 10/25  
Gold Leaf too touch, per tael, 57 1/2  
Bar Silver, 10/25  
Dollars, 1/11 1/2 per cent. prem.

## OPIUM QUOTATIONS.

Hongkong, June 22nd.  
New Patna, 1,020 per chest.  
Old Patna, 1,080  
New Benares, 1,020  
Old Benares, 1,025  
New Malwa, 880/900 per picul.  
Old Malwa, 910/950  
Persian, paper tied, 880/900

## The Share Market.

LATEST QUOTATIONS.  
(June 22nd.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	310 3/4 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China (Preference)	£ 4	1 buyers
(Ordinary)	£ 4	1 buyers
(Deferred)	£ 1	55 buyers
National Bank of China, Ltd.	£ 8	27
Do. Fongshing	£ 1	20
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$26 1/2
China Traders' Ins. Co., Ltd.	\$ 25	\$55
North China Ins. Co., Ltd.	\$ 25	Tls. 165
Yangtze Ins. Assoc. Ltd.	\$ 60	\$121
Canton Ins. Office, Straits Ins. Co., Ltd.	\$ 50	\$13 1/2 buyers
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$79
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$31
Indo-China Steam Navigation Co., Ltd.	£ 10	\$85
China & Manila S.S. Co., Ltd.	\$ 10	\$65 old ex new
Do. (new issue)	\$ 10	\$18 new issue
Douglas Steamship Co., Ltd.	\$ 50	\$48
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£11
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10 1/2
China Mutual S. N. Co., Ltd. (Deferred)	£ 5	£6
Star Ferry Co., Ltd.	£ 5	£18
"Shell" Transport & Trading Co., Ltd.	£ 100	£310
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$ 100	\$122
Luzon Sugar Refining Co., Ltd.	\$ 100	\$37
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 7	\$6
Punjom Mining Preference	\$ 1	\$120
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300
Queen Mines, Ltd.	25 cts.	\$6 1/8
Jeilaba Mining and Trading Co., Ltd.	\$ 5	\$12
Ramb Altan Gold Mining Co., Ltd.	15s. 10d.	\$58
Oliver Freehold Mines, Ltd. A.	\$ 5	\$31
Oliver Freehold Mines, Ltd. B.	\$ 4	\$27 1/2
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$30
Do. (Preference)	\$ 1	\$40
Do. (Refineries)	\$ 1	\$40
Hongkong & Whampoa Dock Co., Ltd.	\$125	\$25 1/2 premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$85
Wanchai Warehouse and Storage Co., Ltd.	\$ 37 1/2	\$56 buyers
New Amoy Dock Co., Ltd.	\$ 6	\$21
<b>Lands, Hotels and Buildings.</b>		
China Mortgage Loan and Mortgage Co., Ltd.	\$ 10	\$9.80
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$137
Kowloon and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$47 1/2
H'kong Hotel Co., Ltd.	\$ 50	\$123
Hongkong Orient Co., Ltd.	\$ 50	\$50
Humphreys' Estate & Finance Co., Ltd.	\$ 10	\$10 1/2 sales
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd.	\$100	\$37
Edison Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 60
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 60
Long-lung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
<b>Other Companies.</b>		
Alhambra, Limited	\$500	140 3/4 premium
La Commercial, Ltd.	\$500	100 3/4 p. sales and buyers
Hensiana Limited	\$100	5 1/2 premium
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$21 1/2
China-Borneo Co., Ltd.	\$ 15	\$25
A. S. Watson & Co., Ltd.	\$ 10	\$16
Wankins, Limited	\$ 10	\$10 1/2
Hongkong Electric Co., Limited	\$ 10	\$11 1/2
Hongkong Electric Co., Limited	\$ 2	\$2 1/2
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$165 buyers
Tramways Co., Ltd.	\$100	\$170
Dairy Farm Co., Ltd.	\$ 6	\$84
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$30
Bel's Advertising Agency, Ltd.	£ 1	1 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$9
United Asbestos Oriental Agency, Ltd.	\$ 10	\$11
Carmichael & Co., Ltd.	\$ 20	\$3
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,  
Share Brokers,  
Telegraph Address—"Rialto."  
Telephone No. 148.

## VESSELS IN PORT.

Steamers.	Arrival.	Departure.
AMERICA MARU, Japanese steamer, 3,538, P. H. Goin, 10th June—San Francisco 19th June, Honolulu 20th, Yokohama 21st June, Kobe 22nd, Nagasaki 23rd, and Shanghai 24th, Mails and General—J. S. Van Buren.		
AUSTRALIAN, British steamer, 3,000, P. T. Helms, 20th June—Kobe 15th June, General—Gibb, Livingston & Co.		
BENMORE, British steamer, 1,938, A. Wallace, 13th June—Saigon 9th June, Rice—Gibb, Livingston & Co.		
BURRO, British steamer, 1,645, Wilson, 13th June—Cardiff 27th April, and Singapore 6th June, Coal—Master.		
CHANGSHA, British steamer, 1,463, T. Moore, 29th May—Sydney 1st May, Thursday 1d 10th, Port Darwin 13th, and Manila 27th, General—Butterfield & Swire.		
CHUNSHANG, British steamer, 1,419, E. J. Buller, 20th June—Canton 20th June, General—Jardine, Matheson & Co.		
CLYDE, British steamer, 1,198, E. Street, 21st June—Shanghai 19th June, Mails and General—F. & O. S. N. Co.		
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 19th June—Vancouver 28th May, and Shanghai 16th June, Mails and General—C. P. R. Co.		
FAUSANG, British steamer, 1,410, T. A. Mitchell, 17th June—Hongkong 14th June, Coals—Jardine, Matheson & Co.		
FREIBURG, German steamer, 3,970, Prosch, 1st June—Bremen and Hamburg 12th April, General—Stensen & Co.		
GOODWIN, British steamer, 2,835, A. Jackson, 4th June—Tacoma, U.S.A., 26th April, General—Doddwell & Co., Ltd.		
HAILAN, French steamer, 377, Merles, 20th June—Pakhoi and Hanoi 19th June, General—A. R. Marty.		
HAILONG, British steamer, 783, H. Bathurst, 19th June—Swatow 18th June, General—Douglas, Laprak & Co.		
HIKOSAN MARU, Japanese steamer, 2,245, P. Hallstrom, 18th June—Kuchino 13th June, Amoy 18th, and Swatow 19th, General—Misaki Bussan Kaisha.		
KEONG WAI, German steamer, 1,105, T. W. Groves, 11th June—Bangkok 5th June, Rice and Timber—Butterfield & Swire.		
KONG BENG, British steamer, 862, F. W. Joslin, 20th June—Bangkok 12th June, via Koh-si-chang 13th, General—Yuen Fat Hong.		
KWEIANG, British steamer, 1,086, A. W. Outerbridge, 21st June—Canton 10th June, General—Butterfield & Swire.		
MAIYUKU MARU, Japanese steamer, 667, T. Ogata, 20th June—Kobe 17th June, Amoy 18th, and Swatow 19th, General—Misaki Bussan Kaisha.		
MERIDIAN, British steamer, 2,248, J. W. Wilson, 15th June—Cardiff 5th April, and Singapore 8th June, Coal—Doddwell & Co., Ltd.		
MICHAEL JESSEN, German steamer, 710, J. Jessen, 20th June—Haiphong 16th June, and Hanoi 19th, Rice and General—Jessen & Co.		
MILOS, German steamer, 1,694, T. Hille, 10th June—Seattle, U.S.A. 6th May, Flour and Lumber—Order.		
MIN, British steamer, 1,981, H. Gassen, 18th June—Mojito 12th June, Coals—Doddwell & Co., Ltd.		
PETARCH, German steamer, 1,252, H. Uecker, 18th June—Saigon 13th June, Rice—Sander, Weller & Co.		
ST. ANDREWS, Norwegian steamer, 1,972, H. S. Hargen, 9th June—Saigon 5th June, Rice—A. R. Marty.		
SAINT QUENTIN, British steamer, 2,170, J. P. Labban, 16th June—Barry via Colombo and Swatow 1st May, Welsh Coal—Order.		
SIAM, British steamer, 992, H. N. Holton, 17th June—Bangkok via Koh-si-chang 10th June, Rice and Timber—Bradley & Co.		
SUISANG, British steamer, 1,776, E. J. Tadd, 19th June—Calcutta 30th May, Penang 9th June, and Singapore 13th, General and Opium—Jardine, Matheson & Co.		
SUNGLAND, British steamer, 1,021, S. W. Moore, 15th June—Macao 12th June, General—Butterfield & Swire.		
<b>Sailing Vessels.</b>		
ESMERALDA, British schooner, 130, J. T. Harrison, 14th April—Guam 26th March, General—Jardine, Matheson & Co.		
FRANZ, Danish bark, 358, Pedersen, 23rd April—Barry 9th Oct., 1899, and Anjer 12th Feb., Com. E. A. Trading & Co.		
GLENSHIRE, British bark, 869, A. E. Burn, 20th June—Kobe 20th May, Ballast—Order.		
J. B. WALKER, American ship, 1,106, Wallace, 2nd June—Yokohama 5th May, Ballast—Siemssen & Co.		
KWAI SO MARU, Japanese schooner, 628, Mase, 19th June—Mojito 30th May, Coals—Master.		
L. SCHIEFF, American ship, 1,673, Chas. S. Kendall, 15th June—Hakodate 6th May, Ballast—Order.		
TAM, O'SHANTER, American ship, 1,432, Ballard, 16th May—New York 6th Jan., Kerosine—Standard Oil Co.		
WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.—New York 28th Sept., Kerosine Oil—Standard Oil Co.		
<b>HER BRITANNIC MAJESTY'S SHIPS.</b>		
<b>ON THE CHINA STATION.</b>		
Hongkong, June 22nd, 1900.		
Alacrity, despatch-vessel, 1,700 tons, 10-6 p.d. g.f. guns, 3,000 i.h.p., Commander G. G. F. M. Craddock, Shitao.		
Algerine, sloop, 1,030 tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Taku.		
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bay, Wei-hai-wei.		
Barfleur, 1st class battleship, 13,000 tons, 11 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Taku.		
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong.		
Brish, British cruiser, 1,770 tons, 6 guns, 2,600 h.p., Commander Sir Boucher Wrey, Bar, Singapore.		
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Taku.		
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. W. W. Ingham, en route Taku.		
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Taku.		
Erk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Shantung.		
Faust, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut. Com. W. J. Keyes, Taku.		
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.		
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.		
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.		
Hermion, British cruiser, 4,500 tons, Capt. R. S. D. Cunningham, Shanghai.		
Humair, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Wei-hai-wei.		
Janus, torpedo-boat destroyer, Lt. and Comdr. R. G. Corbett, left England.		
Linnut, gun-vessel, 756 tons, 2 heavy guns, 4-6 pounders, 870 i.h.p., Commander W. W. Smythe, Shanghai.		
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Taku.		

Other torpedo-boat destroyer, Lieut. and Com. H. O. Wilkin, D.S.O., Hongkong.

*Paqueta*, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. P. R. Coode, Shanghai.

*Pharis*, British sloop, 1,015 tons, Comdr. R. G. Fraser, Wei-hai-wei.

*Pigmy*, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. J. F. E. Green, Philippines.

*Pique*, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.

*Plow*, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. G. V. de M. Cowper, Hongkong.

*Redpole*, British gunboat, 855 tons, Lieut. Com. C. F. Corbett, Hongkong.

*Robin* British river-gunboat, 2 guns, Lieut. Com. G. G. Webster, on the West River.

*Retavia*, British sloop, 980 tons, Capt. C. Hamilton, en route North.

*Sandwich*, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.

*Santa*, gun-vessel, 756 tons, 2 heavy guns, 4-6 pounders, 870 i.h.p., Hongkong.

*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

*Terrible*, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Captain Percy Scott, C.B., en route Taku.

*Twined*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve at Hongkong.

*Undine*, 1st class cruiser, 5,600 tons, 12 guns, 1,500 i.h.p., Capt. A. C. Clarke, en route North.

*Waterwitch*, surveying vessel, 620 tons, Lieut. Commander W. O. Lyne, Shanghai.

*Whiting*, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut. and Comdr. Mackenzie, en route Nagasaki.

*Wivern*, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

*Woodcock*, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.

*Woodward*, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hihman, on the Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

**Miscellaneous.**

*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

*Presidente Sarmitino*, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

*Zaire*, Portuguese gunboat, 600 tons, Captain Fonto, Macao.

*Zenta*, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montalmar, Swatow.

**FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.**

**The Russian Squadron.**

*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

*Albatross*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.

*Bobr*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.

*Dimitri Donskoy*, Russian armoured cruiser, 5,803 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shrapov, at Taku.

*Gaidanek*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.

*Gremiatichy*, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Nikolsky, at Taku.

*Koryvet*, Russian cruiser, 1,200 tons, 9 guns, 2,350 h.p., Capt. Silmann, at Taku.

*Manfred*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, at Nagasaki.

*Nayadid*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

*Otavany*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coppenhoff, at Nagasaki.

*Petropavlovsk*, Russian battleship, 12,000 tons, Capt. Grevais, at Japan.

*Rostia*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demidoff, at Taku.

*Rosbanyik*, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.

*Rurik*, Russian flagship, 10,930 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,200 h.p., Capt. Rurik, at Port Arthur.

*Silav*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.

*Sitov Felitsky*, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Taku.

*Stovatch*, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

*Suevborg*, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.

*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

*Vostok*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

*Vladimir*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulski, at Taku.

*Zabianka*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkrieff, at Nagasaki.

(1st and 2nd class.)

*Forel*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Jantcheli*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

*Nargen*, Russian torpedo boat, 85 tons, 4 guns, 970 h.p., 19 knots.

*Novorossiisk*, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

*Podorvinsk*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Sitish*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Skorpion*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Sovetskaya*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

*Sivirsk*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Strauss*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Sunguri*, Russian torpedo boat, 23 tons, 4 guns, 1,800 h.p., 22 knots.

**RUSSIAN TORPEDO FLOTILLA.**  
(SEA GOING.)

*Borgo*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,700 h.p., speed 21 knots.

*Revel*, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

*Usurur*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

1st class of Vice-Admiral Alexeeff.

\* Flagship of Rear-Admiral F. V. Dubossoff.

† Flagship of Rear-Admiral Rennoff.

**THE FRENCH SQUADRON.**

Bengali, 2nd class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.

*D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

*Desbarres*, 2nd class protected cruiser, 4,000 tons, 16 guns 651 i.h.p., Captain Philibert, at Taku.

*Eure*, Dispatch transport, Capt. Vallée, at Saigon.